

Well Oshkosh is over for another year. We have seen some old friends and met some new ones and have seen a lot of airplanes. It was a good show, but the weather did not cooperate very well. There were some accidents on the field; some due to weather and some due to misjudgement. Although one of the most tragic accidents happened to one of our Charger Association members.

John Cloud from California was flying to Oshkosh. Upon takeoff from Vaughan, NM. crashed, resulting in fatal injuries to his passenger, John Kufleitner and serious injuries to him. John is presently in the hospital in Albuquerque and is doing well. Carol and I are looking in on him a couple of times a week to see if he needs anything. John hopes to get home in the near future.

Mert Taylor had his spanking new Charger at Oshkosh. It is a very nice looking plane and he should be very proud of it.

I had my Charger there. Norm Kleman flew his Charger in on Tuesday. There was another Charger that flew in, but I did not see it.

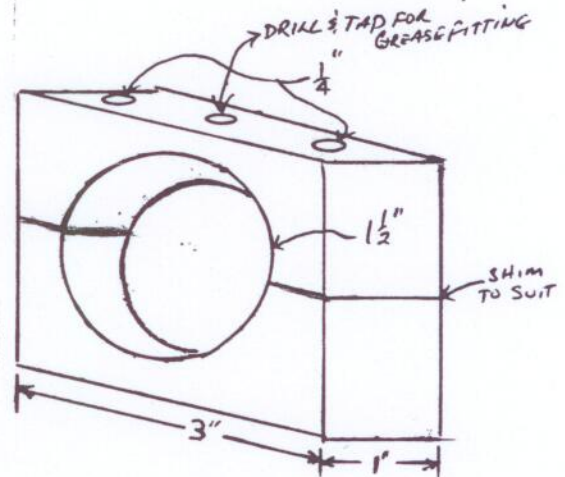
On the way home from Oshkosh, Carol and I stopped at Glenn and Mary Miltenberger's home in Sloan, IA. to visit and take a look at his project. Glenn is getting very close to flying and could possibly make Oshkosh next year. Glenn told me that he has been close for a couple of years that he is thinking of naming his airplane "ONE MORE YEAR". I hope not Glenn, next year "is the year".

I received a letter from Allen Potts who lives in Kalispell, MT. He told me that he had the opportunity to ride in Jim Smith's Charger and was assured that he had made the right choice in biplanes. He also spent some time with Remo and Ann. You are right Allen, Remo and Ann are very nice people to meet and be with, and Remo is a good cook.

Remo passed on a good tip to Allen that may be useful to other Charger builders. Widen the rear seat to 18" leaving the front seat per plans. This allows more room in the rear cockpit and allows room for the peddles in the front seat. Remo - where was this tip when I needed it?

Allen also enclosed the following sketch for a modified pillow block.

The block is made from black Nylon similar to the professional meat cutting boards that are tougher than nails (4130 nails of course), that is impregnated with some sort of lubricating material. He purchased a 1" thick piece and it can be cut with a table saw using a plywood blade, then drilled with a standard 1/4" drill bit. For the 1 1/2" hole, a flat bladed wood bit did the job just fine. he said that these control column "Pillow Blocks" or bearings just work wonderfully. He purchased the black nylon material from a bearing supply house and the stuff is not cheap, a piece 1"x3"x12" ran about \$25.50.



Allen also had this note in his letter.

ATTN. CHARGER DRIVERS

The Potts' Allen and Toddy only live
30 miles from Glacier National Park.
Give a call when passing through.
(406) 257-8861

Brad Ballen also wrote me a letter with a copy of a letter that he sent to Ken Brock Manufacturing regarding fittings that had cracks in the bend area. The fittings that were affected were 251R&L, 252R and 352.

If anyone else is using Brock fittings and have this problem, let me know. I have Brock's fittings in my airplane and did not have any problems. I'm hoping that Brad's is an isolated case.

Brad also informed me that he has full size drawings of the fuselage formers, firewall and instrument panels. If anyone wants more information on these drawings, contact:

Brad Ballen
46-713 Williamsburg
Indio, CA 92201
(619) 347-7819

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I am trying to get an up to date mailing list, so if possible, fill out the form below and mail it in. Also put down some information on your project, or about your plane, or even if you're only interested in the Charger.

GOOD LUCK AND BE WELL.....

Name _____
Address _____
City _____
State _____
Building _____
Flying _____

Phone

Dues: \$5.00

Tell us about your project: [view page](#)

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The year 1989 has come and gone faster than a lot of us would have liked. Over the past year we probably accomplished some things, but more likely things were left undone that we set out to do in the beginning of 1989. So lets give it another try this year.

PAST BUSINESS:

John Cloud got out of the hospital in Albuquerque and is back home in California and is progressing very well. I understand that he is up and around and driving his car.

John, we all wish you well, and keep it up.

ITEM.....

Dick Dechert from Daytona Beach, FL sent me pictures of his Charger sitting on a runway with both landing gears collapsed.

The post incident investigation showed that the shock structure was made from 0.035" wall tubing and not the 0.049 wall tubing called out on the drawings.

Make sure that you use the 0.049" wall tubing if you are in the process of building a fuselage.

Some builders I have talked to about this suggest using 0.058" or 0.065" wall tubing. This would be fine for the shock structure, but would chase the stress loading to another part of the structure and in turn could create more of a problem.
SO:-- leave it at 0.049" wall tubing.

Mark Gilmore sent me a step by step method for constructing wing panels. It is a very comprehensive article, and if anyone is interested in a copy, let me know and I will send it to you.

ATTENTION.....

I stated in the last newsletter that this will be our 20th anniversary get-together at Oshkosh this year.

The Charger Association has a forum tent reserved, but I do not know the exact date and time yet.

Lets try to get as many Chargers to Oshkosh as possible. If anyone knows of a Charger that is not on the mailing list of the Association, inform them about Oshkosh.

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My wife, Carol, is a volunteer at the camp ground registration, which means that we are at Oshkosh about a week before it starts. If I knew how many planes would be there, I may be able to rope off an area for the Chargers and keep them behind rope.

Also, if anyone is camping and needs a place saved, send me your pre-registration and space required, and we will rope off an area.

So- if you are planning to be at Oshkosh, let me know if possible.

So far the airplane list stands at:-

Norman Kleman 312-683-4836
Ken Young 708-
Mert Taylor (possibly)

FOR SALE.....

1 set	6.00x6 Cleveland wheels and brakes	\$275.00
1 set	Cleveland Master Cylinders 10-35	75.00
1	O-320 E2D Alternator 350TT	150.00
1 set	Fuel Gauges Mechanical New	25.00
	See Aircraft Spruce PN/05-16700	
1	Parker Shut Off Valve 2-Port	15.00

John Klein
(800) 533-4140

NEED.....

Allen Potts --- Needs 6 3/8" Prop Driving Lugs for Lycoming crank flange

Lyle Brooks ----- Needs a Charger
5215 Glennon Dr.
Whittier, CA 90601
(213) 695-9445

MEMBER'S PROJECTS.....

Marvin Stohler, Hagerstown, IN

Fuselage complete on the gear with most of the sheet metal work complete, except for the cowling. Wiring is yet to be completed. Tail assembly complete.
Wings ready to assemble. Ribs and spars complete with fuel tanks yet to be made. Cabane struts started, have to build the reminders of N-struts and cabane struts.
Engine ready to assemble LYC O-290-D2
Hopes this time next year will find the aircraft near completion.

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Jin Chapman, Victorville, CA

Aircraft is set-up and rigged - looks like an airplane. He also stated that he had to add an addition to his shop. Jim says that he is 90% complete and 90% to go. Jim also sent pictures of the project, and they look great.

Allen Potts, Kallspell, Montana

Allen's plane will be powered by a LYC O-320-E2D OSMO. All wing panels are built and ready for leading edge and cover. Ailerons are also built ready for leading edge and cover. Fuel tanks complete, flying wires in stock, push-pull tubes complete. Fuselage and engine mount welded, controls (stick and peddles) complete and the seats complete ready for upholstery. Trim system (Cessna 185 twin jack screw) complete.

This winter should finish gear legs, tailfeathers, formers, stringers etc..

Allen stated: "as they say "ONE MUST ENDEAVOR TO PERSEVERE"".

Thanks to everyone who sent information on their aircraft. We will have more in future newsletters. Next time flying Chargers will be featured. So you flying Chargers who have not sent something in, let me hear from you.

EVENTS.....

EAA Chapter 1 is having their open house at Flagbop Airport on FEB. 29, 1990

If you can, stop in and say hello. The speaker at the Saturday night, Feb 24, fund raising dinner will be Col. Dick Couch, who will speak on his experiences in the B-2 Stealth Bommer.

GOOD LUCK AND BE WELL.....

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Well It's past due for a newsletter, I've been late again. I'm going to try to develop a thirty hour day so I can get something done.

I want to remind all of you that the Charger forum will be on Sunday July 29, 1990 at 10:00 in tent 8.

There will be a special presentation given at the forum to Dave Davidson for his accomplishments in his Charger. For those who did not have the opportunity to read some of his adventures, you missed some good reading.

Dave has been to the Bahamas, Mexico, Virgin Islands and all over this country. He has also set a record breaking trip by flying an open-cockpit aircraft to Point Barrow, Alaska.

Dave is now in the planning stages of flying the Biplane around the world. The trip is planned for July 1990. Dave said if the trip did not come off he will be at Oshkosh.

Talking about Oshkosh, things have been very quiet on both Ed's end and my end. We did not hear from many of you in regards to going to Oshkosh.

I got the plane to Bartlesville, OK for the Biplane fly-in. I flew there with a Travel-Air 4000 and had a lesson in 650 mile slow flight. The trip was uneventful except waiting out fog around Dalhart, TX. Flying time out was 6.5 hours and coming back it was 7.0 hours.

Roy Wicker, from Quitman, GA. had his Charger there. He has it painted in Navy colors and was featured in Sports Aviation some years back. I finally found him at the the banquet on Saturday night, and had a nice talk, but it was to short. I asked him if he could get his Charger to Oshkosh, but he said that he probably could not make it.

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PROJECTS UPDATES

GENE BELL, Friendly, WV

Gene is coming along very well. The fuselage is basically complete from the firewall back and is on the gear, Gene still has some wiring and plumbing to do. Wings and tailfeathers are ready for cover. He is now working on landing gear fairings, wheel pants and cuffs and also finishing up the cowl. He is also going through the engine before he hangs it on the plane.

Gene, this is a good thing to do if you do not know the engine. When I got my engine they said that it was ready to fly, but I decided to look inside the engine. I found a cracked cylinder, a bad valve, a carb that needed work and a set of mags that did not have the updated AD'S. So I have a new philosophy, "If you have any doubts, look at it".

GLENN MILTENBERGER, SLOAN, IA

Glenn's plane is about ready to fly. Final inspection is being done this week and he is ready to go. Glenn said that he will have the Charger at Oshkosh unless something unforeseen holds him up.

Like they say Glenn, "Keep the airspace under you and the runway out in front of you".

I understand that Alan Whitehouse, of Spokane, WA has his Charger in the air. Alan let us hear from you on how the Charger is doing, and if you will have it at Oshkosh.

Also from Spokane is Jack Fowler, Jack, "How is your project doing?" I hear that it is near completion.

CHARGERS TO OSHKOSH

Norman Kleman
Taps Tappan
Dave Davidson

Mert Taylor
Glenn Miltemberger
Ken Young

Possibles.....

Nick Owen
Clair Snyder

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The following is a list I have of flying Chargers that we have not heard from. Let us hear from you!

Jim Smith, Petaluma, CA
Brandon Harnish, South Bend, WA
Dick Dechert, Daytona Beach, FL
William Heisel, Curwensville, PA
Hugh McKenna, Oswega, NY
R.A. Schutt, Llano, CA
Fernando Ramos, Villa Park, CA
Terry Darley, Morrow, GA

If anyone knows of any flying or Charger projects that are not on the mailing list for the Charger Association, let Ed or me know. We are trying to get an up to date list of all Chargers.

GOOD LUCK AND BE WELL.....

Well we all survived Oshkosh for another year. For those who were there I enjoyed talking with you, and for those who could not make the show, there is always another year.

The weather did not cooperate very well with the planes trying to fly in, but in spite of the weather, seven Chargers made it in: Norm Kleman, Mert Taylor, Nick Owen, Dave Davidson and myself. There were two Chargers flown in from Hillsboro, OR by Bill and Bette Jackson and Allen Seynour. These Chargers will be featured in this newsletter with much thanks to Bette Jackson.

At the Charger forum a presentation was given by the Charger Association to Ed Marquart on the 20th anniversary of the Charger and also to Dave Davidson for his record setting flight from Denton, TX to Point Barrow, Alaska in an open cock-pit biplane.

Dave gave a talk on his trip and the logistics involved in taking this type of a trip. In spite of that, Dave is trying to fly his Charger around the world.

At the forum I indicated that I am trying to put together an updated account of all the Chargers flying and those under construction.

I would appreciate very much if you have a flying Charger or know of anyone who has a flying Charger and is not on the Charger mailing list to send me a picture of the plane with the following information: Name, Address, Serial No., Color, Trim Color, Engine, Prop, Empty Wt., Gross Wt., and date first flown or any other information you would like to include. If you did not build the plane, include the builder's name and address so we can cross check where the planes have been.

If you are building, give what information you can and how far along the project is.

FOR SALE.....

Straight Engine Mount
Built by: Stolp Starduster

Lyc 150 HP

Larry Owen
204 N. Lafayette
Griffith, IN 46319 (292) 924-5945

GOOD LUCK AND BE WELL.....